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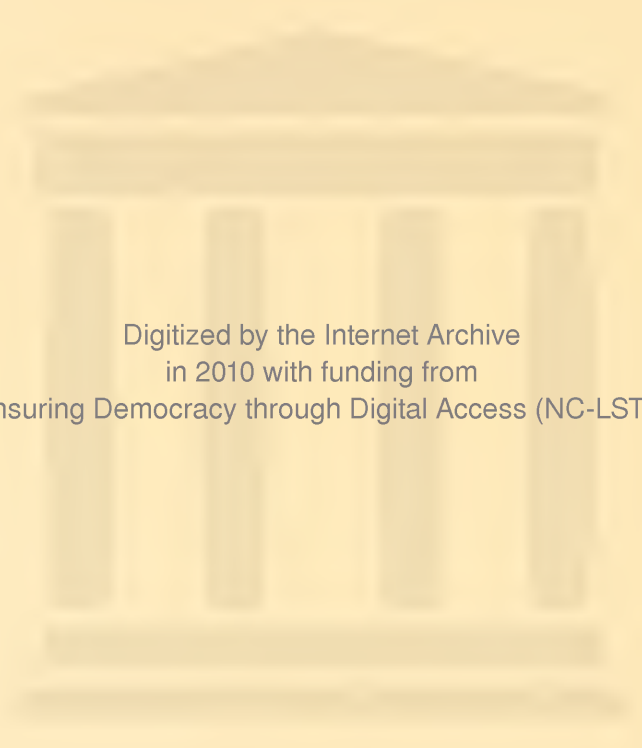
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ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS

AND THE

GENERAL SUPERINTENDENTS

OF THE

Wilmington, Columbia & Augusta

AND

Wilmington & Weldon R. R. Co's.,

WITH THE

Proceedings of the General Meetings of Stockholders,

NOVEMBER 19th, 1873.

WILMINGTON, N. C.:

ENGELHARD & SAUNDERS, STEAM POWER PRESS PRINTERS
JOURNAL BUILDINGS.

1873.

OFFICERS FOR 1873,

Wilmington, Columbia & Augusta R. R. Co.

ADMINISTRATIVE DEPARTMENT.

PRESIDENT :

R. R. BRIDGERS.

BOARD OF DIRECTORS:

W. T. WALTERS,
W. H. GRAHAM,
S. M. SHOEMAKER,
J. D. CAMERON,

L. D. CHILDS,
B. F. NEWCOMER,
GEORGE S. BROWN.

J. W. THOMPSON, Secretary and Treasurer.

EXECUTIVE DEPARTMENT :

JAMES ANDERSON, General Superintendent.

A. SHAW, Master of Transportation.

GEORGE HALL, Master of Machinery.

P. McLAUCHLIN, Road Master.

W. H. SYKES, “ “

WALKER MEARES, Storekeeper.

CHARLES FLANNER, Auditor.

A. POPE, General Freight and Ticket Agent.

OFFICERS FOR 1873,
Wilmington & Weldon R. R. Co.

ADMINISTRATIVE DEPARTMENT.

PRESIDENT :

R. R. BRIDGERS.

BOARD OF DIRECTORS:

WM. A. WRIGHT,
GEORGE HARRISS,
C. H. BROGDEN,
W. H. WILLARD,
GEORGE HOWARD,

W. T. WALTERS,
B. F. NEWCOMER,
S. M. SHOEMAKER,
A. J. DEROSSET,
J. D. CAMERON.

J. W. THOMPSON, Secretary and Treasurer.

EXECUTIVE DEPARTMENT:

JOHN F. DIVINE, General Superintendent.

JAMES KNIGHT, Master of Transportation.

JOHN F. DIVINE, Master of Machinery.

JOHN BARRY, Master of Road.

E. F. CASON, Master of Supplies and Storekeeper.

CHARLES FLANNER, Auditor.

A. POPE, General Freight and Ticket Agent.

PROCEEDINGS

OF THE

FOURTH ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Wilmington, Columbia & Augusta Rail Road Co.

—O—

WILMINGTON, N. C., November 19, 1873.

The fourth annual meeting of the Stockholders of the Wilmington, Columbia and Augusta Rail Road Company, held at the office of the President of the Company, in Wilmington, at 12 o'clock, M., on Wednesday, the 19th day of November, 1873; a large majority of the capital stock being represented, was organized by calling Hon. R. R. Bridgers to the Chair, and appointing J. W. Thompson, Secretary.

Hon. R. R. Bridgers, President, submitted his annual report, which was received.

Mr. B. F. Newcomer offered the following resolutions which were adopted :

Resolved, That the Traffic Contract, bearing date the 29th of May, 1873, which was made and entered into between this Company and the Charlotte, Columbia and Augusta Rail Road Company, by authority of the respective Boards of Directors of the two Companies, be and the same is hereby approved and fully ratified and confirmed.

Resolved further, That a copy of said contract be entered on the minutes of this Company.

The meeting then proceeded to ballot for a President and seven Directors of the Company for the ensuing year, which resulted in the unanimous election of R. R. Bridgers, President and W. T. Walters, W. H. Graham, B. F. Newcomer, S. M. Shoemaker, J. D. Cameron, George S. Brown and L. D. Childs, Directors.

The following preamble and resolutions were unanimously adopted:

WHEREAS, At the election held this day, there were but seven Directors of this Company elected for the ensuing year, therefore

Resolved, That the Board of Directors, as now constituted, be authorized at their discretion, to elect three additional Directors, to make up the full number of ten.

Resolved, That this meeting adjourn subject to the call of the President.

R. R. BRIDGERS, *Chairman*.

J. W. THOMPSON, *Secretary*.

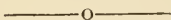
PROCEEDINGS

OF THE

THIRTY-EIGHTH ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Wilmington & Weldon Rail Road Company.



WILMINGTON, N. C., November 19th, 1873.

The Stockholders of the Wilmington and Weldon Rail Road Company, convened at the office of the President of the Company, in the city of Wilmington, at 11 o'clock, A. M. on Wednesday the 19th of November, 1873.

On motion of Hon. R. R. Bridgers, Silas N. Martin Esq., was appointed Chairman and J. W. Thompson, Secretary.

W. A. Wright, Esq., and J. W. Thompson, were appointed a committee to verify proxies and ascertain the number of shares of the capital stock represented.

The committee reported 9,721 shares represented in person and by proxy.

Hon. R. R. Bridgers, President of the Company submitted the following report, which was read and received, and on motion of Dr. A. J. DeRosset, ordered to be spread on the minutes.

To the Stockholders of the

Wilmington and Weldon Rail Road Company:

The President and Directors submit their thirty-eighth annual report for the year ending September 30th, 1873.

We make no specific details of the operations of the Company, as the business is conducted by the Lessees.

The estate, property and effects in the last twelve months have been much improved and increased in value.

The dividends secured by the lease have been promptly paid, and we have every assurance the same will be done in future.

Respectfully submitted,

R. R. BRIDGERS, President.

On motion of B. F. Newcomer, the meeting went into an election for a President and ten Directors of the Company for the ensuing year, which resulted in the unanimous election of R. R. Bridgers, President, and the following Directors, viz : W. A. Wright, A. J. DeRosset, George Harriss, W. T. Walters, B. F. Newcomer, S. M. Shoemaker, J. D. Cameron, George Howard, W. H. Willard, and C. H. Brogden.

On motion it was

Resolved, That the next annual meeting be held in Wilmington, on the first Wednesday after the third Monday in November, 1874.

The meeting then adjourned.

SILAS N. MARTIN, *Chairman*.

J. W. THOMPSON, *Secretary*.

President and Director's Report.

—O—

To the Stockholders of the Wilmington,

Columbia and Augusta Rail Road Company :

The President and Directors submit their report, together with the reports of the Superintendents and Treasurer of this Road, and as lessees of the Wilmington and Weldon Rail Road, for the year ending the 30th of September, 1873 :

Gross Earnings.....	\$1,431,701 85
Operating Expenses.....	896,245 28

\$ 55,456 57

Showing nett earnings to be.....	\$565,456 57
----------------------------------	--------------

Out of which has been paid the Coupons on
Bonded debts of both Companies and
Interest on Floating debt, amounting to..\$396,859 86

One Rental of 5 per cent. on \$1,452,300—Cap- ital Stock of the Wilmington and Weldon Rail Road Company.....	72,645
--	--------

One Rental of 3 per cent. in \$1,452,300—Cap- ital Stock of the Wilmington and Weldon Rail Road Company.....	43,569	\$513,073 86
--	--------	--------------

Balance of nett earnings applied to Con- struction and Equipment.....	\$ 52,382 71
--	--------------

I submit tables of receipts for the past three years :

	W. & W. R. R.	W., C. & A. R. R.
EARNINGS, {	1871.....\$579,583 53	\$416,997 37
	1872.....679,307 54	591,045 79
	1873.....739,577 90	722,123 95

From this exhibit it will appear that the business of the Wilmington, Columbia and Augusta Rail Road, has increased in two years \$317,126 58 which is a little more than seventy-six per cent. while the Wilmington and Weldon Rail Road in the same time has increased \$159,994 37 which is more than twenty-seven per cent. The tonnage of the former road has more than doubled, while the latter has increased more than fifty per cent. The demand on the motive power and cars for the previous year, was so great that many necessary repairs were thrown into the present year.

To meet this great increase of business it became necessary to add six miles of new sidelings, six water stations, to build six new warehouses, one hundred and six cars, to purchase twenty-one new engines, ballast seventy-eight miles of road which was not done in building it, and to purchase more than double the usual quantity of new rails to replace old rails worn out by increased tonnage, and to supply new chairs to old rails that never had them.

The improvement of the track and increase of equipment and other items named, have considerably increased the floating debt of the Company, which was considered better than not doing the business offering—as it was found impossible to do the increased business without a very great increase of capacity, which is now equal to any demand that is likely to be made on the Company.

There are now ninety-eight miles of old rails in the track on both Roads. Under this it was thought advisable to put chairs and increase the number of cross ties about fifteen per cent. to the mile. The drainage and road bed were never in as good condition, while that of the timber is very near perfect. During the year, more than fifty miles of new fifty-six pound fish-joint rails have been put into the track.

The very short supply of motive power during the two previous years, prevented the necessary ditching during that period and has run the work of three years into one—

and also threw considerable repairs into this, that ought to have been done in the previous year,—also, a great advance in the price of labor, fuel, timber, rail road material and supplies have increased very materially the expenditures.

The financial embarrassments of the country have checked every branch of trade, which must necessarily effect rail road receipts, yet the reduction of the price of labor and all material will to some extent offset the decrease in the way of keeping up the nett income. We begin the year with full supplies which was not the case at the beginning of the present year.

There has been a constant increase in local business since the war, which is proof of the growing prosperity of the country. No part of the cotton region has given a greater comparative increase of production. Free from the uncertainty of the crops further South, there is a more uniform production.

The soil is not so rich, but with inexhaustible supplies of marl and muck, and more certainty of production, with cheaper freights, it offers inducements to emigrants seeking new homes.

Heretofore the heavy pine forests offered serious impediments to clearing fresh lands. These pine forests are now elements of wealth, in furnishing the material for the manufacture of first class yellow pine lumber.

The line of country shows great prosperity along the Road, from which Wilmington is doing a large and increasing trade.

The local increase on the Wilmington and Weldon Rail Road, except naval stores, has been very considerable since 1870, but not so large as on the Wilmington, Columbia and Augusta Rail Road.

The following tables compiled from the Company's books show the local business to and from Wilmington, on the Wilmington, Columbia and Augusta Rail Road, for each year since 1869 :

COMPARATIVE STATEMENT

of Tonnage of Freights Received at Wilmington Station, Wilmington, Columbia and Augusta Rail Road, from stations on and beyond the line of said Road, and forwarded to like points, during 1870, 1871, 1872, 1873 :

ARTICLES.	1870.	1871.	1872.	1873.	Increase 1873 over 1870.
Spirits Turpentine, bbls..	17,535	23,204	32,210	33,568	16,033
Rosin, bbls.	88,854	121,501	156,495	170,495	81,641
Merchandise, lbs.	37,999,230	38,119,145	51,540,514	70,493,460	32,494,230
Lumber, car load.....	302	437	492	271	.....
Shingles and Staves, cord	378	616	475	348	decrease 30
Cotton, bales.....	7,265	9,430	10,363	9,515	2,250
Timber, feet.....	.....	.....	.....	2,232,008	2,232,008
Total No. car loads.....	6,610	6,894	9,997	10,825	4,215

There is a gain in every article except Shingles and Staves, which have been held back on account of the stringency in the money market. Comparing 1873 with 1870, the time at which we took charge of the Road, there appears an increase of 16,033 barrels of Spirits Turpentine, a gain of $91\frac{1}{2}$ per cent.; an increase of 81,641 barrels of Rosin, a gain of $91\frac{7}{8}$ per cent.; an increase of 32,484,230 pounds or 2,030 car loads of general merchandise, a gain of $85\frac{1}{2}$ per cent.; Lumber and Timber were taken together previous to 1873, an increase of 469 car loads, a gain of 155 3-10 per cent.; Cotton bales, an increase of 2,250, a gain of 31 per cent.; an aggregate gain of 4,215 car loads to the local business of

Wilmington. This shows that a large part of the increase business has been local; giving a rich trade to the city—in which during the past three years there has been an average of from 180 to 190 new dwelling houses built.

While the business outlook is not so encouraging for the coming as the present year, new connections with increased means of transportation, reduced cost of materials and labor will keep up our nett receipts and give us the means of meeting the wants of the Company.

Respectfully submitted,

E. R. BRIDGERS,
President

General Superintendent's Report.

—o—

HON. R. R. BRIDGERS, *President* :

SIR—I respectfully submit the following report of the operations of the Wilmington, Columbia and Augusta Rail Road for the fiscal year ending September 30th, 1873 :

The earnings from Local Freight are.....	\$367,361 68	
“ “ “ Through “ “	136,084 18	
“ “ “ Express “ “	6,892 97	
“ “ “ Government Transp'tion	969 41	
“ “ “ Minor Sources.....	6,142 63	
	<hr/>	
Total Freight earnings.....		\$517,450 87
Receipts from U. S. Mail.....	\$ 24,940 00	
“ “ Local Passengers.....	102,302 34	
“ “ Through Passengers.....	77,430 74	
	<hr/>	
Total.....		204,673 08
		<hr/>
Making the Total earnings from all sources..		\$722,123 95
		<hr/>

equal to \$3,820 76 per mile of Road.

During the year 55,246 tons of Local, and 61,672½ tons of Through Freight have been carried, making a total tonnage of 116,918½ tons. 63,282 Local, and 17,313 Through Passengers have been carried, making a total of 80,595 Passengers.

The working expenses were as follows :

Administrative Department.....	\$ 16,959 06	
Transportation “	132,227 37	
Motive Power “	110,954 22	
Car “	37,434 42	
Roadway “	115,289 34	
Taxes.....	24,423 04	
	<hr/>	
Total working expenses.....		\$437,287 45
		<hr/>
which is 60½ per cent. of the earnings.		
Leaving a nett earning of.....		\$284,836 50
		<hr/>

The amount of extraordinary expenses are as follows:

New Water Stations.....	S	5,634	51	
Trestle and Platform at Union Depot.....		2,474	13	
New Warehouses on line of Road.....		3,256	91	
Filling depot yard at Columbia.....		975	00	
Transporting material for Pee Dee and Lum- ber river Bridges.....		2,560	00	
Labor laying New Rail.....		2,960	74	
Cutting old rail and furnishing new chairs..		3,190	67	
Building new wharf.....		805	00	
New tools for Machine Shop.....		3,824	10	
Amount paid for Spikes to lay new iron.....		9,393	75	
Amount paid for Chairs to lay new iron.....		3,943	08	
Amount paid for Bolts to lay new iron.....		1,784	48	
Amount paid for Fish Bars to lay new iron..		5,534	18	
Amount paid for labor laying three miles new side track.....		1,890	00	
New Frogs for side tracks.....		1,100	00	
Amount paid for labor ballasting track.....		3,907	20	
Cost of running extra Constuction trains.....		21,050	00	
Four Steel Crossings.....		2,116	01	
Two new Turntables.....		1,184	20	
Cost of repairing Engines which ought to have been repaired the previous year.....		4,143	48	
Cost of seven head lights for new engines.....		560	00	
8,746 cords of wood on hand in excess of amount on hand the previous year.....		18,366	60	
Excess amount of material on hand for Road Department, 11,988 ties.....		4,795	20	
Loss by fire, &c., and damage paid previous year.....		21,792	20	\$127,156 44
<hr/>				<hr/>
Making a total expenditures of.....				
<hr/>				<hr/>
Leaving a balance of earnings, after deduct- ing ordinary and extraordinary expenses of				
				<hr/>

On comparing the business of the past year with the preceeding one, it appears that the Through Passenger business has increased \$7,718 14, equal to 11 per cent. While the increase from Way Passengers is \$12,651 64 equal to 14 per cent.

The increase from Freight, Through and Local, is \$115,734 72, equal to 29 per cent.

It will be observed that the tonnage from Through Freight exceeds that from Local by 6,426½ tons.

This large amount of Through tonnage, carried at low rates, materially effects the rates of operating expenses to income.

ROAD DEPARTMENT.

The poor condition of the Road at the commencement of the year, rendered it imperative that a strong effort be made to put it in working order. This has been done as far as practicable. It is believed that the improved condition of the property, will fully warrant the expenditure, and result in true economy.

The following statement will show the principal improvements made in this Department, viz: 2,600 tons of new fish bar rails, 56 pounds per yard, have been laid; 9,810 old rails have been cut and furnished with new chairs; 62,607 new cross ties; 900 kegs of spikes have been used; 4 new steel crossings and 1 iron rail crossing have been put in, 50 new frogs; 29 new switch stands and fixture; 40,000 pounds of iron castings furnished; 6 new pumps with pipes and fixtures complete; 25 new pole cars for section hands; 1 new turn table built, and 1 nearly renewed; 3 large water tanks of 12,000 gallons capacity, and 8 of 6,000 gallons capacity have been erected; 2 horse powers have been built, 1 at Brinkley's Station and 1 at Fair Bluff; 2 Howe Truss bridges have been erected, 1 of 172 feet span, with granite abutments, across Little Pee Dee River, and 1 of 192 feet span across Lumber River. All of the old Tresles were thoroughly repaired, 511,054 feet of timber having been used for this purpose.

Fully three miles of additional side track have been built, and 6,500 cubic yards of earth filled in the yard at Columbia. The warehouse at that point has been much improved, and an addition of 100 feet built to it, also, a woodshed erected which holds 100 cords of wood.

New warehouses have been erected at Grovewood, Wateree, Nichol's, and Mullin's Depots. One large transfer

platform built at Union Depot, with suitable track for the same. Also, two large sheds erected at the Wilmington Depot to receive the Steamers freights, and extensive repairs made on the old wharf and platforms. In addition to the above, four ballasting trains, with a heavy force of hands were kept employed several months during the Summer, ballasting and otherwise improving the road bed. Since that time, three regular ditching trains have been at work clearing out and improving the ditches. A large proportion of the Road is now in good condition. During the coming year, 2,500 tons of new Rail will be required between Pee Dee and Sumter.

MACHINERY DEPARTMENT.

Owing to the heavy business and the very limited number of effective Engines during a great portion of the year, this department was worked to its full capacity. With the valuable addition recently made to our Engine power, and the improvement in our shop facilities, I can safely say that this Department is now in first-class condition, and fully equal to any increase of business which we may reasonably expect. During the year, eleven new first class Engines have been added to the stock, two of the old ones rebuilt and seven others thoroughly repaired.

The stock is now as follows: twenty-one first class engines, five second class, and seven third class, making a total of thirty-three engines. Two of the third class engines are light and may be regarded worthless, having been in service since 1853.

Number miles run by Passenger Engines.....	316,593
“ “ “ “ Freight “	245,560
“ “ “ “ Gravel and Construction, &c.....	128,375
Total number miles run.....	<u>690,528</u>
Cost per mile run for repairs, (in cents.).....	4.03
“ “ “ “ “ fuel.....	4.53
“ “ “ “ “ stores.....	.72
“ “ “ “ “ Engineers and Firemen.....	<u>6.12</u>
Total cost per mile run.....	<u>15.40</u>

Average number miles run to one cord wood.....	47½
“ “ “ “ “ “ pint oil.....	28¾
“ “ “ “ six Passenger Engines.....	36,551½
“ total cost per mile run by the same.....	12¾
“ number miles run to one cord wood.....	64½

The Engines are generally in good condition, for a more detailed statement of which, I refer you to the report of the Master Machinest herewith subnaitted.

The following new machines have been added to our shops during the year :

One improved Iron Planer, from Wm. Sellars & Co., Philadelphia.

One improved Engine Lathe, from Wm. Sellars & Co., Philadelphia.

One No. 8 Sturtevant's Blower, for Blacksmith Shop.

Three Smith's Bellows, for hand work.

CAR DEPARTMENT.

During the past year, a larger amount of work has been done in this department, than in any previous year. In addition to the regular repairs of cars, there has been built, two first class passenger coaches, two pair new passenger car trucks, four passenger cars repainted, fifty-three new box, and three flat cars built, three flats changed into box cars, forty-six box and thirty-six old flats rebuilt, made nearly as good as new, six new tender frames built, six pair of new tender trucks, and six new engine cabs built, two new conductors cars built and four old ones thoroughly repaired and painted, two new crank, and twenty pole cars built for the Road Department, eighteen new warehouse trucks built for the Freight Department, new Freight Office at Wilmington, and desks and other furniture for Columbia, also, twelve engines and tenders painted, and new brakes and running boards put on forty cars. Our freight equipment consists of 245 box, 143 flat, and 4 stock cars, total, 392. Our passenger equipment consists of 5 good coaches, 7 second class, 2 baggage, and 4 mail cars, total, 18. I would recommend during the coming year, that two first

class coaches be built, and two of the old ones fitted up for second class. Our baggage and mail cars will also require considerable improvement.

The operations of your road for the past year, have been attended with many difficulties, chiefly caused by the poor condition of the road, together with heavy increase of business, with no adequate preparation to meet it, either in fuel or equipment of any kind. These conditions, combined with the extraordinary severe weather, has altogether rendered it a trying season.

The material damage by fire and otherwise, has been heavy, still there is room for congratulation, in the fact that 80,595 passengers have been carried with entire exemption from personal damage of any kind. It is hoped and believed that with the improved condition of your road and equipment, we may reasonably expect a better state of things the coming winter.

It affords me pleasure to report that although the duties of the heads of the various Departments during the past year have been indeed trying, that they, as well as the employes generally, have discharged their duties with promptitude and fidelity.

Respectfully submitted,

JAMES ANDERSON,
General Superintendent.

General Superintendent's Report,

— o —

WILMINGTON AND WELDON RAIL ROAD COMPANY,
General Superintendent's Office,
 WILMINGTON, N. C., November 19th, 1873. }

HON. R. R. BRIDGERS, *President* :

SIR—In accordance with the regulation, I submit my second Annual Report of the operations of this Company for the fiscal year ending September 30th, 1873 ;

RECEIPTS AND EXPENDITURES.

RECEIPTS :

From Through Passengers.....	\$111,435 21	
“ Way “	139,550 60	
“ Freights.....	453,326 00	
“ Mails.....	24,945 00	
“ Miscellaneous Sources.....	10,321 09	
		<hr/>
		\$739,577 90

EXPENDITURES :

By Road Department.....	\$125,256 95	
“ Machinery “	165,773 97	
“ Transportation Department.....	173,600 26	
“ General Expenses.....	70,216 88	
“ New Iron.....	100,529 58	
“ Overcharges.....	3,966 12	
“ Loss, with connecting lines.....	6,314 56	
		<hr/>
	\$645,658 32	
Less Extraordinary Expenses, (see table).....	186,700 49	\$458,957 83
		<hr/>
Balance favor of Receipts.....		\$280,620 07
		<hr/>
Percentage cost of operating.....		62 per cent

COMPARATIVE STATEMENT
Of Receipts and Expenditures for the past three years.

RECEIPTS.

	1870-'71.	1871-'72.	1872-'73.
From Passengers.....	\$206,830 32	\$228,015 10	\$250,985 81
“ Freights.....	321,001 26	366,176 79	453,326 00
“ Mails.....	24,945 00	24,945 00	24,945 00
“ Miscellaneous Sources.....	13,983 82	16,734 04	10,321 09
Total.....	\$566,760 40	\$635,870 93	\$739,577 90

EXPENDITURES.

ROAD DEPARTMENT.

Bridge Timber.....	\$ 3,343 34	\$ 2,241 54	\$ 1,325 92
Cross Ties.....	20,656 41	18,172 36	38,157 29
Iron, Spikes and Chairs.....	39,421 54	60,887 37	29,094 74
Lumber for Section Houses.....	417 82	481 55	.....
Tools and Hand Cars.....	601 95	185 41	275 11
Pay of Road and Section Masters and Hands.....	32,912 61	36,211 15	49,964 36
Pay of Bridge Masters, Hands and Watchmen.....	4,700 83	3,930 07	3,920 41
Miscellaneous.....	7,798 95	825 57	2,519 12
	\$109,853 45	\$122,935 02	\$125,256 95

MACHINERY DEPARTMENT.

New Locomotives and Tools.....	\$ 10 00	\$ 10,546 75	\$ 27,173 05
New Cars and Tools.....	4,618 69	825 50	8,040 81
Iron, Steel and Coal.....	4,522 35	11,482 60	12,115 31
Lumber for Engines and Cars	4,165 32	5,243 50	6,099 15
Nails, Spikes, Screws and Hard- ware Trimmings for Cars.....	2,555 39	3,754 40	4,475 37
Glass, Paints, Passenger Car Trim- mings, &c.....	3,333 89	3,383 15	3,804 76
Locomotive Tires and Axles for Locomotives and Cars.....	4,978 97	844 14	1,491 42
Engine and Car Wheels.....	6,835 41	14,041 45	15,530 40
Pay of Master Machinery, Mechan- ics and Laborers.....	58,032 61	54,850 06	71,532 75
Miscellaneous.....	6,297 72	7,141 36	15,510 95
	\$ 95,350 35	\$112,112 46	\$165,773 97

TRANSPORTATION DEPARTMENT.

Pay of Master of Transportation, Agents, Conductors, Engineers, Firemen, Train Hands and Watchmen.....	\$61,478 15	\$ 67,521 15	\$ 64,342 46
Fuel for Engines and Stations.....	25,651 32	24,434 87	54,980 31
Oil, Tallow and Waste.....	6,891 58	6,110 34	6,583 95
New Station Buildings and repairs of same.....	4,544 62	3,493 60	9,514 18
Station Expenses and Incidentals.	20,241 81	18,616 61	38,179 36
	\$118,807 48	\$120,176 57	\$178,600 26

GENERAL EXPENSES.	1870-'71.	1871-'72.	1872-'73.
Subsistance.....	\$ 10,225 06	\$ 7,828 56	\$ 8,153 92
Loss and Damage.....	1,470 97	3,424 90	10,598 49
Stationery, Printing & Advertising	5,886 37	6,998 79	7,383 42
Incidental Expenses, Traveling, &c	18,008 47	15,190 07	27,403 17
Salary of President, Superintendent, Treasurer, Auditor, &c.....	17,296 67	16,371 12	16,671 88
	\$ 52,887 54	\$ 49,813 44	\$ 70,216 88
Total Receipts.....	\$566,760 40	\$635,870 93	\$739,577 90
Expenditures.....	376,898 82	405,037 49	458,957 83
	\$189,861 58	\$230,833 44	\$280,620 07

Table showing Extraordinary Expenses of the Wilmington and Weldon Rail Road Company, for the fiscal year ending September 30th, 1873 :

ROAD DEPARTMENT.

Ballasting 38 miles of Road bed.....		\$ 13,300 00
Stone abutments for Bridge at Fishing Creek		2,200 00
350 kegs Spikes, excess.....		2,625 00
Freight and duty on 508 tons Iron.....		11,257 79
Freight on 1500 tons Iron.....		4,125 00
Fish Bars and Bolts and freight on same.....		9,245 68
Cross Ties, excess.....		5,000 00
Steel Frogs and Switches.....		2,300 00
Cost of New Iron.....	\$100,529 58	
Less $\frac{1}{2}$ in ordinary expenses.....	50,264 79	50,264 79
		<u>\$100,318 26</u>

MACHINERY DEPARTMENT.

24 Box and 13 Flat Cars.....	\$ 27,650 00
25 Flat Car frames.....	978 50
2 Passenger Car frames.....	1,500 00
Labor and Material on 5 Postal Cars finished this year.....	9,000 00
2 Locomotives.....	24,660 00
Freight on 6 Locomotives.....	1,787 05
Locomotive completed this year in Shops...	3,000 00
Steam Pump and Hose for fire purposes.....	1,128 00
Iron Turntable, Laths for shops.....	3,301 00
New Boiler for Machine Shops.....	2,277 68
	<u>\$ 75,282 23</u>

TRANSPORTATION DEPARTMENT.

Wood excess over last year.....	\$ 5,000 00
4 New Warehouses.....	6,100 00
	<u>\$ 11,100 00</u>

Total Extraordinary Expenses..

\$186,700 49

ROAD DEPARTMENT.

The road has never been ballasted, and from the increase of business and weights of rolling stock it has become necessary to do so.

During the last summer we have ballasted 38 miles of the road-bed at a cost of about \$350 per mile.

There has been $22\frac{3}{4}$ miles of new rails laid, which now leaves us with about 58 miles of old rails still remaining in the track, from which we can expect very little wear as we have been running constantly over it for the last 23 years.

The constant taking out, cutting and replacing old rails, together with an advance of \$3 00 per month each, for section hands made necessary for us to retain them, have increased the pay roll of this department considerably.

Farmers along the line of our road have been compelled in many instances to pay more for labor than the Company.

The Policy of reducing the number of ties in the track inaugurated several years ago has not proven satisfactory, in lieu of which the usual standard of 2 feet from centre to centre has been adopted, which gives us a decidedly more secure track. This and the laying of new tracks at Wilmington, Weldon, to the Quarry and Gravel-bed, and nearly all the turnouts (which were too short to accommodate the increased business) lengthened, making in all $2\frac{7}{8}$ miles, account for the increase in crossties.

We shall require for the next year twenty-five hundred (2500) tons new rail, and hope that you may see proper to direct, that the work of sending forward all the old rails (that can be collected) be commenced at once, for the purpose of being re-rolled, as I am of the opinion that we get a much better quality than ordinarily in the purchase of iron thrown on the market.

There has been an increase of 350 kegs of spikes this year, used for new tracks, lengthening turnouts, and the main line, which has never been fully spiked. We shall require about 500 kegs more for that purpose, which can be purchased from time to time as required.

The stone abutments at Fishing Creek are nearly completed, and I propose to have the new bridge built during

the winter, and recommend that the bridge over Smith's Creek be rebuilt during the coming year.

The Work of ballasting and filling in the smaller trestles along the line of road should be continued next spring. When that is finished, and the new iron asked for, allowed, I can safely say that our road-bed and track will equal any in the South.

MACHINERY DEPARTMENT.

This department is in excellent condition for the coming year. The Locomotive mentioned in my last annual report was finished and put in service on the 1st, of January last, and has proven equal to any in every point of view.

We have also three new Locomotives purchased from M. Baird & Co, Baldwin Locomotive Works and six from the Manchester (N. H.) Locomotive Works, which now gives us fifteen first class freight engines.

During the year the following cars have been built at our shops, viz: twenty-seven box cars, thirteen flat cars, five postal cars, finished this year, two first class passenger car frames—inside material already purchased and on hand; two old passenger cars now being remodeled, when finished will compare favorable with any we have; have also repaired many of our old freight cars, which are now almost as good as new.

In the Machine Shops there has been an unusual amount of work required, one locomotive (after 12 years service) has had new fire-box put in and other necessary repairs made, another a complete set of copper tubes, to replace the old iron tubes taken out, new steam pipe, and an entire new valve motion, making the engine far better than when first purchased (soon after the war) from the U. S. Government.

Many other necessary and expensive repairs have also been made.

A steam Pump with 500 feet of hose has been purchased for the protection of our Shops from fire—a new iron turn-table to replace the worn out wood one.

It was also necessary to purchase a large lathe for the shops, for the increase in our motive power and rolling stock required it.

Our wheel account has been an expensive item this year. Many of the cars purchased from the Tredegar Company in 1867 and from the General Government have had to have new wheels together with those purchased for our new cars, and an advance of \$3 50 per wheel, you can readily see why the increase should be so great.

TRANSPORTATION DEPARTMENT.

The receipts in this department show an increase over last year :

From Passengers.....	\$ 22,970 71
From Freights.....	87,149 21

Total increase.....\$110,119 92

Our through business is still on the increase, and the local gives us no cause to complain.

With the exception of a few more freight cars (which can from time to time be built) we are prepared for a much larger increase in business, and hope that the receipts for the coming fiscal year may show a greater gain than even during the present year.

The expenses of this department have also increased considerably over last year and is accounted for in this way.

Last winter (which was unusually severe on rail roads) found us with scarcely any wood on hand, and we had to rely almost entirely upon stations for supplying our wants, which wood was very often cut, taken by the engines, and consumed the same day, consequently a much larger quantity was used than would have been had the wood been properly seasoned. We were also forced to pay an increase of 25 to 50 cents per cord more than in former years. We have now on hand a good supply of seasoned wood, which with the usual amount taken by passenger trains at stations will carry us safely through the winter.

We have built several new warehouses during the present season made necessary by the increased business, and at Mount Olive to supply the one burnt last year. The 6th of last April the warehouse at Enfield was consumed by fire, supposed to have been the work of an incendiary. It will be necessary for us to rebuild it this year ; for the present we have a small building purchased some time since, which is used to store freights, but is totally unfit for the purpose of a station building.

As a general thing the officers and agents have been faithful and attentive in the discharge of their respective duties.

Respectfully Submitted,

JOHN F. DIVINE.
General Superintendent.

Statement of the Financial Condition of the Wilmington, Columbia

Construction and Property account.....	\$4,260,495 42	
Equipment account.....	532,435 58	—\$4,792,931 00
Stock in Cheraw and Salisbury R. R. Co.	15,847 61	
Stock in Wilmington Railway Bridge Co.	10,000 00	
Stock in Pioneer Steamboat Co., (paid on account).....	4,026 03	— 29,873 64
6 Locomotives leased for service on W. & W. R. R.....		70,500 00
Bills receivable.....	2,928 46	
Due from Post Office Department.....	6,165 74	
Due from Southern Express Co.....	311 24	
Due from Agents.....	39,917 11	
Due from Rail Road and Steamboat Co's.	59,812 84	
Due from Individuals on account.....	33,014 54	
Due from Wilmington Railway Bridge Co	22,658 70	
Due from Steamer Isis on account.....	22,948 92	
Cash in hands of Treasurer.....	132 11	— 187,889 66
		<u>\$5,081,194 30</u>

Statement of the Business of the Wilmington, Columbia and

Assets at the beginning of the year.....		\$ 118,309 66
RECEIPTS.		
From Transportation of Passengers.....	\$ 179,733 08	
From Transportation of Freight.....	503,445 86	
From Transportation of Express Freights	6,892 97	
From Transportation of Mail.....	24,940 00	
From Transportatation for United States	969 41	
From Miscellaneous Sources.....	6,142 63	— 722,123 95
Increased debt this year.....		623,176 02
		<u>\$1,463,629 63</u>

and Augusta Rail Road Company, September 30th, 1873.

Capital Stock.....		\$ 300,000 00
First Mortgage Bonds.....	\$3,200,000 00	
Income Bonds.....	600,000 00—	3,800,000 00
Bills Payable.....	733,601 76	
Due Wilmington Railway Bridge Com- pany (receipts).....	8,291 05	
Due on Pay Rolls.....	25,040 07	
Due other Companies.....	15,792 25	
Due for 6 Locomotives leased for service on W. & W. R. R.....	70,500 00	
Due Individuals on account.....	8,053 04—	861,278 17
Profit and loss.....		119,916 13

\$5,081,194 30

Augusta R. R. Co., for the fiscal year ending September 30, 1873.

Paid operating expenses as per Table.....	\$ 437,287 45	
Paid on Construction & Property account	338,632 85	
Paid on Equipment account.....	151,318 86	
6 Leased Engines.....	70 500 00—	\$ 997,739 16
Paid Coupons, interest and discount.....		277,980 81
Assets at close of the year.....		187,889 66

995171

\$1,463,609 63

Increased Property accounts this year.....	\$ 560,451 71	
Increased Assets.....	69,580 00—	\$ 630,031 71
Increased Debt.....		623,176 02
Credited to profit and loss.....		\$6,855 79

J. W. THOMPSON,
Secretary and Treasurer.

*Statement of the Financial Condition of the Wilmington and*PROPERTY AND RESOURCES.

Rail Road and appurtenances, including cost of construction and equipment, real estate, stations, warehouses, bridges, &c., as per account from commencement of the work.....	\$3,204,274 20	
New Equipment.....	75,890 23	\$3,280,164 43
Stock in Wilmington Railway Bridge Co	10,000 00	
Stock in Wilmington & Weldon Rail Road Company, 39 shares.....	3,900 00	
Bonds of this Company, 39 sinking fund Bonds on hand.....	39,000 00	
Stock in Steamer Vesta.....	5,000 01	57,900 01
Amount of Bills receivable.....	3,411 07	
Amount due from Post Office Department	6,235 69	
Amount due from other Companies.....	30,979 35	
Amount due from Individuals on account	22,226 39	
Amount due from Agents.....	43,817 99	
Amount due from Wilmington Bridge Co	20,565 88	
Amount due from W., C. & A. R. R. Co., lessee,	7,092 15	
Amount of Suspense Account.....	2,065 81	
Cash in hands of Treasurer.....	20,042 68	\$ 156,437 01
		\$3,494,501 45

Statement Showing the Business of the Wilmington and Weldon

Assets at commencement of the year as shown by report of September 30th, 1872.....	\$ 296,393 04
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RECEIPTS.

From Transportation Through Passengers.....	\$111,435 21	
From Transportation of Way Passengers.....	139,550 60	
From Transportation of Freight	453,326 00	
From Transportation of Mail...	24,945 00	
From Miscellaneous Sources...	10,321 09	\$739,577 90
Received interest on money loaned.....	7,762 23	
Received for Land sold at Weldon and Fremont.....	423 33	
Deduction on old debts settled	955 41	
Reduced account of Stock in Steamer Vesta.....	3,536 17	12,677 14
		752,255 04
		\$1,048,618 08

*Weldon Rail Road Company, on the 30th of September, 1873.*CAPITAL STOCK AND LIABILITIES.

Capital Stock, 14,562 shares, par value, \$100 each.....	\$1,456,200 00
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FUNDED DEBT.

Six per cent. sterling bonds, payable in London in 1881, £129,740, at \$5 per pound \$	648,700 00
Seven per cent. sterling bonds, payable in London in 1886, £44,280, at \$5 per pound	221,400 00
Seven per cent. gold interest sinking fund bonds, payable in New York in 1896.....	749,000 00— 1,619,100 00

FLOATING DEBT.

Amount due Individuals and other Com- panies on Account.....	33,084 96	
Amount due on Pay Rolls.....	20,541 91	
Bills Payable.....	9,521 36	
Amount due on Dividends for rental.. ..	7,445 00	
Amount due on Dividends prior to 1862...	2,166 50	
Amount due on Bonds for negro hire prior to 1865.....	2,947 03—	75,706 76
Profit and loss account.....		343,494 69

\$3,494,501 45

Rail Road Co., for the fiscal year ending September 30th, 1873.

Paid Operating expenses as per table.....	\$458,957 83	
Paid on Construction and Property account	110,653 83	
Paid on New Equipment account.....	75,890 23	
Paid Sundry items charged to profit and loss	10,280 68—\$	655,782 57
Paid Coupons, Interest and discount.....	118,909 05	
Paid Rental due December 15th, 1872.....	72,615 00	
Paid Rental due July 15th, 1873.....	43,569 00—	235,093 05
Reduced Debt.....		1,335 45
Assets at close of the year.....		156,437 01
		<u>\$1,048,648 08</u>

Increased Construction and Property and Equipment accounts.....	186,120 73	
Reduced Debt.....	1,335 45—\$	187,456 18
Reduced Assets.....	139,956 03	
Reduced Stock in Steamer Vesta.....	3,536 17—	143,492 20
Credited to profit and loss.....		\$ 43,963 98

J. W. THOMPSON,

Treasurer.

ABSTRACT OF RECEIPTS

Of the Wilmington, Columbia & Augusta Rail Road Co., from the 1st October, 1872, to the 30th September, 1873.

DATES.	Through Passengers.	Way Passengers.	Amount from Through Passengers.	Amount from Way Passengers.	Total From Passengers.	Freight.	Express Freight.	United States Mail.	Government Transportation.	Minor Sources.	(Grand Total.
1872.											
October.....	8,235	6,989	\$8,948 92	\$8,588 14	\$17,537 06	\$47,389 75	\$1,148 83	\$2,193 75	\$81 15	\$25 02	\$68,375 56
November.....	1,433	8,995	6,009 06	12,248 41	18,257 47	45,672 19	1,367 68	2,193 75	.....	1,643 66	69,134 75
December.....	1,753	7,404	7,362 53	11,608 70	18,971 23	35,440 28	1,315 98	2,055 25	3 38	167 35	57,953 47
1873.											
January.....	1,903	7,333	7,696 95	12,948 75	20,645 70	41,475 33	680 00	2,055 25	.....	16 27	64,872 55
February.....	1,771	5,092	7,000 41	7,710 16	14,710 57	45,469 75	538 63	2,055 25	.....	206 52	62,980 72
March.....	2,364	5,514	9,194 63	7,728 01	16,922 64	49,757 52	475 66	2,055 25	.....	50 89	69,261 96
April.....	1,839	5,010	7,156 11	6,996 20	14,152 31	45,368 83	369 35	2,055 25	.....	414 33	62,360 07
May.....	1,138	4,961	4,574 46	6,506 99	11,081 45	36,030 03	301 47	2,055 25	517 08	575 14	50,560 42
June.....	901	4,424	4,059 56	6,327 03	10,386 59	31,723 50	245 84	2,055 25	.....	614 73	45,025 91
July.....	1,021	5,264	4,760 32	7,433 10	12,193 42	37,027 39	138 29	2,055 25	367 80	730 50	52,512 65
August.....	779	5,496	4,048 33	6,908 68	10,957 01	39,338 31	125 57	2,055 25	.....	.....	52,476 14
September.....	1,467	5,682	6,619 46	7,298 17	13,917 63	48,752 98	185 67	2,055 25	.....	1,698 22	63,609 75
Total.....	19,604	72,164	77,430 74	102,302 34	179,733 08	503,445 86	6,892 97	24,940 00	969 41	6,142 63	722,123 95

JOHN R. LATTA, General Book-keeper.

ABSTRACT OF OPERATING EXPENSES

Of the Wilmington, Columbia & Augusta Rail Road Company, for the fiscal year ending September 30th, 1873.

MONTHS.	ADMINISTRATIVE DEPARTMENT.						CONDUCTING TRANSPORTATION.				
	Salaries of Officers and Clerks.	Office Expenses.	Stationary.	Printing and Advertising.	Travelling Expenses	Incidentals.	Wages of Laborers and Watchmen.	Agents and Clerks.	Conductor's and Baggage Masters.	Material.	Labor.
1872.											
October.....	\$1,381 67	.....	.....	\$18 00	\$63 25	\$14 33	\$2,569 58	\$3 471 71	\$866 64	\$405 08	\$211 55
November.....	1,214 98	\$35 30	\$26 75	74 65	48 95	83 50	1,482 32	4,288 23	868 13	188 20	807 10
December.....	1,298 32	28 00	6 85	126 75	38 25	.....	3,133 19	4,413 23	896 63	617 47	621 34
1873.											
January.....	1,323 32	29 95	62 25	13 50	73 75	17 83	2,535 12	3,988 44	978 31	57 55	491 41
February.....	1,323 32	3 00	29 15	9 00	150 75	16 00	3,362 32	6,233 13	983 26	81 90	350 47
March.....	1,323 33	18 19	13 75	29 00	.....	7 75	3,623 80	4,805 59	992 18	47 43	126 41
April.....	1,323 32	.....	83 00	24 75	81 50	6 00	3,807 31	5,398 79	947 47	246 27	14 07
May.....	1,323 33	10 00	1 25	3 00	78 00	3 70	4,161 01	5,038 80	1,039 20	106 73	41 74
June.....	1,323 33	.....	8 15	20 00	46 05	6 00	2,508 84	4,663 83	875 81	174 65	253 63
July.....	1,323 33	13 00	4 50	.....	33 00	18 50	2,529 74	4,322 51	913 31	76 78	393 99
August.....	1,323 32	3 00	9 25	17 50	61 50	35 54	2,308 53	5,050 62	909 81	2 81	99 49
September.....	1,355 26	13 50	7 70	.....	85 06	.....	3,103 30	5,110 16	1,051 64	64 81	214 41
Total.....	15,836 83	153 94	252 60	336 15	765 06	209 15	35,625 06	56,785 04	11,253 39	2,069 68	3,633 93

ABSTRACT OF OPERATING EXPENSES—CONTINUED.

MONTHS.	CONDUCTING TRANSPORTATION.							MOTIVE POWER.		
	Oil and Tallow for Cars.	Stationery.	Printing and Advertising.	Loss, Damage and Overcharges.	Stock Killed by Trains.	Traveling Expenses	Incidentals.	Expenses of Water Stations.	Wood for Engines.	Oil and Tallow for Engines.
1872.										
October.....	\$180 30 \$50 30	\$1,379 90	\$299 71	\$560 73	\$68 50	\$748 82	\$302 33	\$3,572 27	\$1,074 27	
November.....	609 55 130 93	487 33	744 74	382 45	20 90	399 09	355 70	3,962 14	591 90	
December.....	180 25 55 20	554 54	959 98	391 60	41 45	1,094 88	405 58	4,997 14	293 14	
1873.										
January.....	306 92 129 41	587 73	2 256 61	298 00	50 00	722 45	335 74	7,599 55	1,088 26	
February.....	322 96 70 05	677 73	481 27	298 00	139 80	547 69	399 44	2,783 90	216 25	
March.....	247 03 120 26	623 33	2 662 80	325 00	125 30	1,604 99	618 83	9,517 21	714 54	
April.....	786 34 211 54	834 48	6 159 88	201 00	129 30	1,241 61	586 38	6,097 36	851 63	
May.....	110 42 33 95	480 65	7 679 18	753 10	110 00	534 23	509 80	5 755 60	121 38	
June.....	875 30 70 90	445 53	6 634 36	679 85	53 90	749 25	504 10	4,949 25	1,070 78	
July.....	370 25 31 60	112 02	1 387 23	441 60	14 72	657 82	739 95	3 615 95	352 57	
August.....	290 47 56 00	766 60	265 49	344 75	121 25	1,577 86	1 424 54	2,510 79	596 23	
September.....	934 25 38 35	289 11	755 37	621 50	147 50	525 89	1,029 88	3,885 44	985 49	
Total.....	5,214 04 998 49	7,238 95	30,236 02	5,297 58	1,022 62	10,404 58	7,212 27	59,849 60	7,866 44	

ABSTRACT OF OPERATING EXPENSES—CONTINUED.

MONTHS.	MOTIVE POWER.				MAINTENANCE OF CARS.				
	Repairs of Engine.			Engineers and Firemen.	Incidentals.	Labor.	Material and Tools.	Incidentals.	
	Material.	Labor.	Tools.						
1872.	October.....	\$56 60	\$1,968 44	\$290 46	\$3,466 85	\$72 24	\$1,881 65	\$350 58	\$155 80
	November.....	426 91	1,339 99	1 35	4,196 14	149 08	1,979 22	794 03	130 01
	December.....	789 14	2,008 74	15 80	3,796 73	46 50	2,087 18	564 16	123 43
1873.	January.....	794 46	2,338 87	135 60	4,238 24	73 35	2,841 45	1 862 16	117 91
	February.....	826 19	2,069 31	107 47	3,957 10	.....	2,220 53	2,176 24	155 62
	March.....	124 93	2,018 42	28 69	4,121 65	8 15	2,131 15	252 92	156 68
	April.....	57 60	2,047 61	34 00	4,134 83	9 05	2,119 78	170 55	178 50
	May.....	541 44	2,055 73	91 45	4,137 46	153 99	2,584 05	1,461 52	176 00
	June.....	94 68	1,948 52	1,549 73	4,095 32	1 55	2,164 55	370 72	.....
	July.....	421 35	1,705 76	14 85	3,996 59	42	2,042 36	834 46	214 00
	August.....	505 59	1,636 80	1,832 48	3,902 18	247 34	2,022 45	129 72	83 05
	September.....	748 96	1,691 27	111 73	4,200 52	198 00	1,905 11	5,157 30	142 45
	Total.....	5,387 85	22,829 46	4,213 61	48,243 61	959 67	25,979 48	14,124 36	1,633 45

ABSTRACT OF OPERATING EXPENSES—CONTINUED.

MAINTENANCE OF WAY.											
MONTHS.	Track.						Bridges and Trestles.				
	Laborers' Wages.	Supervisors' Wages.	Tools.	Iron, Chairs and Castings.	Spikes.	Cross Ties.	Labor.	Timber, &c.	Tools.	Rods, Bolts and Castings.	
1872.											
October.....	\$2,635 35	\$1,558 15	\$7 43	\$25 00	.....	\$749 53	\$733 19	\$287 91	.....	.....	.....
November.....	2,580 50	1,694 33	60 57	2,275 13	\$40 50	80 27	827 62	49 48	.....	.....	\$239 75
December.....	2,253 66	1,669 33	258 40	.....	.....	668 35	716 42	346 54	.....	.....	.....
1873.											
January.....	3,232 07	1,682 21	20 90	470 30	.....	1,790 54	781 49	753 03	.....	.....	.....
February.....	3,200 80	1,851 33	100 60	1,754 33	.....	383 30	748 12	414 37	.....	.....	.....
March.....	3,376 34	1,861 32	.....	666 13	9,393 75	5,730 91	805 95	571 00	\$6 75	.....	.....
April.....	3,195 71	1,911 66	34 55	3,692 09	752 86	4,011 55	918 28	820 48	23 91	.....	.....
May.....	3,016 08	1,862 66	.....	19 17	.....	2,923 55	1,059 87	420 86	13 18	.....	.....
June.....	3,262 88	1,938 89	184 36	88 34	12 80	1,991 25	869 71	822 61	.....	.....	19 80
July.....	3,544 52	1,918 66	4 80	.....	14 70	2,845 86	908 50	443 54	15 05	.....	.....
August.....	3,712 29	1,953 33	29 00	164 14	19 80	699 73	1,005 41	139 28	10 75	.....	.....
September.....	3,461 31	1,955 83	82 17	4,626 23	1,988 63	1,656 00	892 80	180 12	.....	.....	.....
Total.....	37,471 51	21,857 70	782 78	13,780 86	12,223 09	23,530 84	10,267 39	5,249 22	69 64	.....	259 55

ABSTRACT OF OPERATING EXPENSES—CONCLUDED.

MONTHS.	MAINTENANCE OF WAY.				MISCELLANEOUS.					Total.
	Repairs of Crank and Pole Cars.	Repairs of Division Houses.	Provisions.	Incidentals.	Maintenance of Ferry.	Taxes.	Wharf.	Lawyers' Fees.	Surveying.	
1872.										
October.....	\$12 12	\$57 05	\$1,233 12	\$82 90	\$86 00	\$1,633 75	\$139 00	.....	.....	\$34,722 06
November.....	.....	18 70	958 88	105 48	86 40	.....	.....	1 924 52	.....	37,201 70
December.....	.....	.....	1,028 83	103 44	87 00	.....	.....	205 00	\$100 00	37,022 44
1873.										
January.....	2 25	.....	819 50	114 72	86 40	19,934 27	.....	295 00	.....	65,330 22
February.....	19 56	.....	1,142 28	25 92	88 80	16 50	.....	.....	.....	39,740 76
March.....	.....	.....	1,076 62	151 33	91 00	956 08	63 84	50 00	.....	61,190 33
April.....	3 09	.....	1,151 15	124 21	86 75	.....	.....	.....	.....	55,110 21
May.....	22 92	.....	1,125 28	388 03	86 65	218 75	.....	.....	.....	50,253 71
June.....	20 55	62 00	1,234 81	506 90	88 50	.....	.....	645 00	.....	47,892 35
July.....	25 48	.....	995 42	469 70	86 20	460 00	.....	250 00	.....	38,572 59
August.....	58 30	89 95	824 42	4,381 37	85 00	635 30	.....	10 50	.....	41,854 56
September.....	1 05	.....	1,695 40	450 75	88 10	568 39	.....	998 51	.....	53,019 30
Total.....	165 32	227 70	13,285 71	6,904 75	1,046 80	24,423 04	202 84	\$4,378 53	\$100 00	561,910 23
Add Amount of items charged to Profit and Loss.....										\$127,156 44
Deduct amt. charged off to Construction and Equipment account..										\$437,287 45
										\$564,443 89

ABSTRACT OF RECEIPTS

Of the Wilmington & Weldon Rail Road Company, from the 1st October, 1872, to the 30th September, 1873.

MONTHS.	PASSENGERS.		Way.	Amount from Through Passengers.	Amount from Way Passengers.	Freight.	Mail.	Total.	Miscellaneous.	Aggregate.							
	Through.																
	North.	South.															
1872.	494	1,996	10,506	\$12,320	67	\$13,049	66	\$48,620	24	\$2,078	75	\$76,069	32	\$33	80	\$76,103	12
October.....	476	1,164	20,174	8,456	51	15,871	21	49,071	92	2,078	75	75,478	89	29	25	75,507	64
November.....	804	975	10,643	8,883	16	14,873	10	39,449	21	2,078	75	64,284	22	65	67	64,350	89
December.....																	
1873.	549	1,370	10,897	9,786	10	15,985	50	44,545	79	2,078	75	72,336	14	141	66	72,537	80
January.....	800	1,187	7,831	10,060	84	10,407	46	42,935	27	2,078	75	65,482	32	25	77	65,508	09
February.....	1,340	1,370	8,109	13,443	26	10,732	28	43,114	69	2,078	75	69,368	98	126	62	69,495	60
March.....	1,544	699	6,737	11,125	53	8,636	88	35,401	18	2,078	75	57,242	34	371	46	57,613	80
April.....	872	616	8,086	7,276	98	10,487	51	26,267	38	2,078	75	46,110	62	21	66	46,132	28
May.....	985	489	6,896	6,351	75	9,226	56	23,684	95	2,078	75	41,342	01	4	85	41,346	86
June.....	985	281	7,978	6,710	08	10,072	36	25,698	41	2,078	75	44,559	60	662	36	45,221	96
July.....	856	437	9,475	6,728	16	11,206	00	29,049	75	2,078	75	49,062	66	10	50	49,073	16
August.....	1,250	843	8,056	10,292	17	10,002	08	45,487	21	2,078	75	67,860	21	8,826	49	76,686	70
September.....																	
Total.....	10,955	11,427	115,388	111,435	21	139,550	60	453,326	00	24,945	00	729,256	81	10,321	09	739,577	90

J. W. THOMPSON, *Secretary and Treasurer.*

ABSTRACT OF EXPENDITURES

Of the Wilmington & Weldon Rail Road Company, for the fiscal year ending September 30th, 1873.

MONTHS.	ROAD DEPARTMENT.							MACHINERY DEPARTMENT.			
	Bridge Timber.	Cross Ties.	Iron, Spikes and Chairs.	Tools and Hand Cars.	Pay of Road and Section Masters and Hands.	Pay of Bridge Master, Hands and Watchmen.	Miscellaneous.	Total.	New Locomotives and Tools.	New Cars and Tools	Iron Steel, and Coal.
1872.											
October	\$53 87	\$372 50	\$37 50	.....	\$3,248 65	\$414 35	\$369 60	\$4,496 47	.....	.....	\$1,896 59
November	120 20	1,927 30	828 50	.....	3,074 67	362 17	77 38	6,390 22	\$11,544 40	.....	2,745 53
December	282 36	2,281 40	11,380 54	\$8 88	2,758 57	339 19	22 51	17,073 45	13,552 00	.....	20 47
1873.											
January .....	.....	3,436 60	4,583 43	25 87	3,261 57	266 60	48 36	11,622 43	.....	\$1 88	1,096 03
February	80 76	4,303 40	115 88	.....	2,820 73	280 25	351 70	7,952 72	.....	.....	1,413 47
March	10 07	6,863 35	.....	.....	3,657 25	319 04	16 25	10,865 96	.....	.....	1,222 70
April	353 25	10,672 55	751 75	.....	3,515 72	302 08	602 27	16,197 62	45 37	570 88	402 67
May	72 84	6,057 82	168 68	29 35	3,531 38	322 69	783 00	10,965 76	.....	1,282 50	1,796 79
June .....	.....	549 45	2 50	37 22	4,117 97	328 01	.....	5,035 15	1,340 05	.....	633 37
July	71 92	1,262 90	13 58	84 41	6,735 50	328 30	165 61	8,662 22	190 00	61 10	435 04
August	86 72	180 65	.....	.....	8,659 19	333 38	71 55	9,331 49	.....	171 17	394 99
September	193 93	249 37	11,212 38	89 38	4,583 16	324 35	10 89	16,663 46	501 23	5,953 28	37 66
Total	1,325 92	38,157 29	29,094 74	275 11	49,964 36	3,920 41	2,519 12	125,256 95	27,173 05	8,040 81	12,115 31

ABSTRACT OF EXPENDITURES—CONTINUED.

MONTHS	MACHINERY DEPARTMENT.							TRANSPORTATION DEPTMENT.				
	Lumber for Cars and Engines.	Screws & Hardware	Trimings for Cars, Nails and Spikes.	Glass, Paint, Passenger Car, Trimmings, &c.	Locomotive Tires & Axles for Locomotives and Cars.	Engine and Car Wheels.	Pay of Master of Machinery, Mechanics and Laborers.	Miscellaneous.	Total.	Pay of Master of Transportation, Agts, Conductors, Enginrs, Firemen, Train Hands, and Watchmen.	Fuel for Engines and Stations.	Oil, Tallow, &c. Waste,
1872.												
October	\$197 08	\$285 50	1 92	\$154 30	.....	\$200 86	\$4,974 90	\$719 99	\$8,429 22	\$6,133 65	\$1,661 61	\$495 53
November ..	292 58	1 92	4 08	4 08	\$62 71	4,601 84	5,482 04	1,978 43	26,713 53	6,528 32	2,770 07	593 37
December .	679 80	316 96	253 81	253 81	.....	70 75	5,212 94	2,104 36	22,211 09	6,542 38	3,371 94	468 06
1878.												
January ...	9 02	154 37	881 51	.....	.....	1,478 98	6,061 43	237 68	9,920 90	6,892 90	2,366 76	691 68
February ..	217 41	2 30	45 55	.....	.....	69 59	5,427 90	2,634 64	9,810 86	5,089 97	7,169 02	81 62
March	714 82	150 75	59 59	.....	918 05	5 50	6,336 00	157 77	9,565 18	4,949 42	4,711 59	706 24
April	168 37	425 78	209 80	.....	.....	5,693 46	6,772 00	1,828 41	16,116 74	4,925 90	8,023 37	576 71
May	815 63	1,021 52	250 87	.....	510 66	40 20	6,764 57	2,645 21	15,127 95	4,888 74	7,011 36	329 35
June	410 58	994 70	167 30	.....	.....	45 50	6,515 18	674 47	10,801 15	4,478 20	6,700 33	931 69
July	360 15	529 35	570 26	.....	.....	117 22	6,326 76	1,259 54	9,849 42	4,515 55	3,383 07	694 05
August	164 04	486 04	138 73	.....	.....	134 50	5,671 81	541 46	7,702 74	4,641 34	3,948 12	645 39
September ..	2,069 67	106 18	1,068 96	.....	.....	3,072 00	5,987 22	728 99	19,525 19	4,756 09	3,863 07	370 26
Total.....	6,099 15	4,475 37	3,804 76	1,491 42	1,491 42	15,530 40	71,532 75	15,510 95	165,773 97	64,342 46	54,980 31	6,583 95

ABSTRACT OF EXPENDITURES—CONCLUDED.

MONTHS.	TRANSPORTATION DEP'T.			GENERAL EXPENSES.						Aggregate.
	Cost of New Station Buildings, and Re-pairs of same.	Station Expenses & Incidentals.	Total.	Subsistence.	Loss and Damage.	Stationery, Printing, and Advertising.	Incidental Expenses, Traveling, &c.	Salary of President, Engineer, Superintendent, Treasurer, Auditor, &c.	Total.	
1872.										
October.....	\$1,189 09	\$1,208 02	\$10,687 90	\$701 81	.....	\$917 34	\$1,173 21	\$1,336 66	\$4,129 02	\$27,742 61
November.....	1,203 06	1,973 44	13,068 26	682 40	.....	779 80	1,522 79	1,336 66	4,321 65	50,493 66
December.....	2,661 74	2,615 21	15,659 33	726 62	\$63 55	884 14	1,722 99	1,336 66	4,733 96	59,677 83
1873.										
January.....	139 94	2,190 25	12,281 53	191 30	65 00	1,116 52	1,295 06	1,403 33	4,071 21	37,896 07
February.....	377 25	3,493 26	16,211 12	692 70	.....	751 31	3,540 22	1,403 33	6,387 56	40,362 26
March.....	144 82	4,551 90	15,063 97	720 56	.....	368 42	2,334 03	1,403 33	4,826 34	40,321 45
April.....	463 85	4,202 99	18,192 82	861 30	.....	.....	3,716 11	1,403 33	5,980 74	56,487 92
May.....	182 22	3,307 44	15,719 11	227 25	.....	503 95	2,296 85	1,403 33	4,431 38	46,244 20
June.....	417 96	3,799 34	16,327 52	810 16	.....	471 75	1,241 66	1,403 33	3,926 90	36,090 72
July.....	1,055 80	4,355 13	14,003 60	831 49	.....	58 10	2,159 82	1,403 33	4,452 74	36,967 98
August.....	381 72	2,746 01	12,362 58	833 35	.....	1,168 13	4,580 52	1,403 33	7,985 33	37,382 14
September.....	1,296 73	3,736 37	14,022 52	874 98	10,469 94	363 96	1,825 91	1,435 26	14,970 05	65,181 22
Total.....	9,514 18	38,179 36	173,600 26	8,153 92	10,598 49	7,383 42	27,409 17	16,671 88	70,216 88	534,848 06

Less amount charged off to New Equipment account.....\$ 75,890 23

\$458,957 83



